



Agenda

Notice of a public meeting of Business and Environmental Services - Corporate Director and Executive Member - Highways and Transportation

To: Councillor Keane Duncan.

Date: Tuesday, 21st February, 2023

Time: 1.00 pm

Venue: Remote via MS Teams

Business

Items for Executive Member decision

1. Active Travel Fund - Tranche 4 (*Pages 3 - 24*)

Items for Corporate Director decision

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

Date Not Specified

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North Yorkshire County Council

Business and Environmental Services

Executive Member for Highways and Transportation

21 February 2023

Active Travel Fund - Tranche Four

Report of the Assistant Director - Highways and Transportation

1.0 Purpose of Report

- 1.1 To request approval from the Executive Member for Highways and Transportation to submit an application for a bid from the Active Travel Fund; and
- 1.2 In the event the application is successful, to delegate to the Corporate Director - Strategic Resources authority to accept the grant ultimately offered as a result of the bid, subject to an acceptable Memorandum of Understanding (MoU) and terms and conditions being received.

2.0 Background

- 2.1 Active Travel Fund Four represents the fourth tranche of active travel funding for Local Authorities, following three rounds of funding over the last three years.
- 2.2 In May 2020 Government announced a £250m Emergency Active Travel Fund available during 2020/21 to provide temporary infrastructure to aid social distancing in light of the ongoing Covid-19 pandemic.
- 2.3 In tranche one, the indicative allocation from the Department for Transport (DfT) to North Yorkshire County Council (NYCC) was £266,000 but only 50% funding was awarded following governments assessment of our tranche one bid. The County Council added match funding of £133,000 to complete all of the schemes set out in the tranche one bid given the importance of the proposed measures to the Covid-19 recovery strategy.
- 2.4 Subsequently the DfT announced a second round of funding known as the Active Travel Fund (ATF) tranche two which was made available to spend in 2021/22, and was intended to enhance streets, while providing space to enable non-motorised users to observe social distancing.
- 2.5 Tranche two funding was designed to be used to support both temporary, low-cost schemes and permanent schemes with a short lead-time. We made an ambitious bid for £1.465m of funding for five schemes, requesting more than our £1.065m indicative allocation. The final amount awarded to NYCC was £1,011,750, which was £53k less than our indicative allocation or 95%. A letter from the DfT set out that the amount awarded would be split 80/20 between capital and revenue; £809,400 capital, £202,350 revenue.
- 2.6 Following a report to the Corporate Director and BES Executive Members meeting on 8 December 2020 one scheme was removed, as it was an additional scheme, which was over and above the allocation. This left four remaining schemes totalling £965,000, which was £155,600 over the capital budget available within the Active Travel Fund tranche two allocation.

- 2.7 Following two rounds of public engagement a further report was taken to the Corporate Director and BES Executive Members meeting on 23 May 2021 to recommend that the following three schemes were taken forward to delivery:
- A59 (Maple Close, Harrogate to Knaresborough) £250k
 - Victoria Avenue, Harrogate £250k
 - Guisborough Road. Whitby £250k
- 2.8 The fourth scheme originally within ATF tranche two on Oatlands Drive was removed in order that it could be developed as a separate County Council funded feasibility study. This meant the total spend now fell within the capital award of tranche two. However, following further design work it became evident that the budget was insufficient to deliver the schemes. After dialogue with Active Travel England (ATE) and the DfT it was agreed that the design work for the two Harrogate schemes would be continued and funded through the tranche two award ready for submission into Active Travel Fund Four. This is evidenced in the 'Active Travel Fund Pulse Survey 5' submitted to ATE in November 2022.
- 2.9 Active Travel Fund Tranche Three was announced in June 2021 with a total of £239m capital funding available to all local authorities across the UK. Five schemes were submitted by NYCC (two delivery schemes, three development schemes) but unfortunately NYCC was not successful and did not receive any funding within this tranche.
- 2.10 NYCC has now been invited by ATE to submit a bid for Tranche Four of the ATF by 24 February 2023.

3.0 Active Travel Fund Tranche Four

- 3.1 Active Travel Fund Four was announced on 6 February 2023 and Local Authorities have been invited to submit bids to support the uptake of active travel for everyday trips. Funding will be made available in the 2022/23 financial year to support delivery of infrastructure that enables walking, wheeling and cycling. This funding is part of the Government's £2 billion commitment set out in Gear Change to deliver a step change in the provision of active travel and better streets for everyone.
- 3.2 Our indicative allocation is £1,081,443 which is based on our capability assessment from ATE, although all authorities have been encouraged to bid for more than their allocation to a maximum of 300% of the indicative allocation (a total value of £3,244,329 for NYCC).
- 3.3 One or a number of schemes can be submitted up to the value of our indicative allocation (£1,081,443). Within the indicative allocation, eligible schemes must meet minimum scoring thresholds and will be funded in priority order. Schemes submitted outside of the indicative allocations will be assessed competitively against all other local authority bids and the highest scoring bids will be funded.
- 3.4 Authorities are invited to bid for either scheme 'construction', for projects to be built out over the next 12 months or scheme 'development' for construction in later years. ATE have stated that construction schemes will be prioritised over development schemes.
- 3.5 The following key principles apply to the fund:
- All schemes must comply with Manual for Streets, Local Transport Note (LTN) 1/20 and the DfT Inclusive Mobility Guidance. Authorities will be required to show that their designs consider a range of users. For example, schemes which enable women to feel safer and more confident in using active travel modes

- All authorities are to undertake network planning to inform prioritisation of schemes, in the form of Local Cycling and Walking Infrastructure Plans (LCWIPs) or similar local strategies
- All schemes must be developed in consultation with local communities, in line with responsibilities under existing legislation (Public Sector Equality Duty and Road Traffic Regulation Act) and the Transport Secretary's letter of 2020
- All schemes must be supported by local authority leaders
- All schemes must have appropriate design review and assurance, to be managed by ATE
- ATE has developed a change control process that NYCC must commit to should timelines slip, costs increase, infrastructure assets be changed, or realignment take place on any schemes within the bid.

3.6 Bids will be assessed in line with the following criteria, which will guide final allocations to authorities:

- Compliance with ATF4 funding principles outlined above;
- Design quality and safety as defined by the ATE inspection tools;
- Value for Money as defined by ATF4 Value for Money guidance, (guidance states schemes should have a Benefit Cost Ratio (BCR) of over 1.5);
- Deliverability based on evidence of robust consultation and construction scheduling;
- Propensity to convert short journeys to walking, wheeling and cycling based on analysis of available data (with a particular emphasis on walking and wheeling); and
- Targeting areas of poor health outcomes and with high levels of deprivation, as defined by the Index of Multiple Deprivation and Healthy Life Expectancy

3.7 The guidance also states that there is a strong focus within ATF4 on the delivery of infrastructure that can deliver benefits to local communities quickly. Delivery of new infrastructure which can begin construction by 31 March 2024 is a priority for ATF4 and ATE expect the majority of bids to focus on this.

3.8 A bid for construction is defined as funding which will be committed to the construction of a specific scheme before 31 March 2024. A commitment could consist of a contract for the design and construction, or a business case approving delivery of the scheme with Council Executive Member approval. Projects that have earlier construction commencement and completion dates will receive higher scoring as part of the delivery section of the bid assessments.

3.9 This is a more challenging set of criteria than previous funding tranches and scheme identification, longlisting, and prioritisation has been undertaken to put forward schemes that best fit the tranche four criteria.

3.10 The bid deadline is 24 February 2023 and a funding announcement is expected on the 17 March with funding made available to Local Authorities shortly afterwards.

4.0 Scheme identification, longlisting and prioritisation

4.1 Officers revisited the long list of schemes from tranche two and three of previous funding rounds and added additional schemes that had been requested over the last 12 months from members of the public, County Councillors and other interest groups. Officers sifted schemes against the criteria for both construction and development schemes. A number of schemes were immediately ruled out due to cost within the funding envelope, deliverability within the funding window, compliance issues, or low walking, wheeling and cycling uplifts.

- 4.2 Additionally officers reviewed the LCWIPs, the list of current development schemes and spoke with officers at each of the local area highways teams to come up with a long list of schemes for evaluation. Again, the schemes were reviewed against the criteria of the bid and schemes ready for construction were prioritised alongside development schemes. Appendix C shows the longlist of schemes considered.
- 4.3 The two Harrogate schemes developed through ATF tranche two as referenced in section 2.7 were also reviewed to check alignment with the bid criteria, with a view to including these schemes for construction.
- 4.4 The ATF Tranche Four fund has a strong focus on construction and after sifting schemes a limited number of schemes have been identified as ready to commit to construction by 31 March 2024. Whilst development schemes are welcome within the bid, officers recommend that shovel ready schemes (that meet the criteria) should be prioritised to ensure infrastructure can be delivered and targets to increase walking and cycling can be realised. By focusing on delivery, it is also likely that our self-assessment through ATE will improve (through evidence of scheme delivery) which can impact positively on indicative allocations in the future.

5.0 Capital Schemes for submission in ATF bid

- 5.1 Following the input from stakeholders and analysis of potential schemes against the tranche four criteria the following capital schemes have been identified as appropriate to take forward:

Indicative allocation: £1,081,443

Scheme name	Priority No	Description	Cost
Victoria Avenue (construction)	1	<p>This scheme will include public realm and pedestrian crossing improvements at points with high levels of footfall. Segregated cycling infrastructure will be installed on either side of Victoria Avenue.</p> <p>Construction of permanent segregated cycling infrastructure with 1.5m wide, with flow, mandatory cycle lanes (east and westbound) with buffer zone for full extent.</p> <p>Improves cycling connectivity to the station (Transforming Cities Fund scheme) and shopping centres for pedestrians and cyclists, whilst utilising existing recognised routes. Segregated pedestrian crossing improvements including new crossing facilities at points with high levels of footfall (Belford Road and Parliament Street). Junction and kerb line remodelling at the junction with West Park with new build outs and improvements to the existing controlled crossing and new traffic signals.</p> <p>Removal of some existing parking and central refuges with removal and relocation of pay and display machines and lighting columns.</p>	<p>£1,573,277</p> <p>£1,081,443 from ATF4 indicative allocation and £491,834 from remaining ATF2 funds.</p>
		Total required from indicative allocation	£1,081,443

Competitive allocation: £2,162,886

Scheme name	Priority No	Description	Cost
Darlington Road, Richmond active travel improvements (construction)	2	Active travel improvements on Darlington Road, Richmond includes a number of measures such a key segregated cycle link, the provision of a 20mph speed limit and a number of improved crossings of side roads and entrances for pedestrians.	£458,500
A59 Maple Close Harrogate to Knaresborough (construction)	3	<p>This scheme will involve placement of segregated cycle lanes along an existing cycle route. Improved crossing facilities will be installed to enable the safe passage of pedestrians and cyclists which will also provide connectivity to existing cycle routes and Knaresborough shopping centre/station.</p> <p>Construction of permanent with flow, mandatory cycle lanes, with buffer on the A59 Bilton Lane, Harrogate to Knaresborough.</p> <p>Placement of permanent new footway and improved crossing facilities at Forest Lane Head to Bilton Drive to improve safe crossing points for pedestrians. Existing road markings/studs to be removed and new road markings to be installed. The scheme will also provide connectivity to existing cycle routes and Knaresborough shopping centres/station.</p> <p>Relocation of street furniture to improve passage for riders. Siding out required at two locations.</p>	£1,653,827
		Total required from competitive allocation	£2,112,327

- 5.2 Given the strict funding criteria for ATF tranche four, it is considered that the highest priority within this bid should be the construction of Victoria Avenue. The scheme is currently at preliminary design and includes crossings that prioritise active mode users and a key segregated cycle link connecting the Transforming Cities Fund (TCF) scheme to Beech Grove and Otley Road. Modelling predicts that an additional 207 walking and cycling trips per day will occur as a result of the scheme. The BCR is calculated at 1.56, falling into the medium value for money category, although the value for money appraisal does not cover the safety aspects of providing segregated cycle tracks and signalised pedestrian crossings which create safer places to cross, particularly for children and those with mobility impairments. The scheme will also reduce the severance for active mode users caused by the busy roads within the area.
- 5.3 The scheme is LTN 1/20 compliant, although there are small areas of shared use (which is not desirable to ATE) where the scheme links in with the TCF scheme. The areas of shared use will be subjected to further design review with ATE at their gateway design review stage to ensure we have exhausted all options to remove shared use, and to ensure they are happy with the final designs.
- 5.4 The second priority, the construction of active travel improvements on Darlington Road, Richmond sits within the competitive allocation. The scheme has been the subject of a high-level study and includes a number of measures such a key segregated cycle link,

the provision of a 20mph speed limit and a number of improved crossings of side roads and entrances for pedestrians. This scheme was originally part of the Safer Roads Fund scheme but could not be delivered within the budget available. Analysis shows that an additional 154 walking and cycling trips per day will be realised as a result of the scheme. The BCR is calculated at 2.17, falling into the high value for money category.

- 5.5 Whilst the scheme does not have detailed designs, the level of design detail provided in support of the scheme can reflect complexity, providing minimum eligibility criteria are met. As a collection of smaller non-complex measures, it is thought that a sufficient level of detail is already available for this bid, and design costs have been built in to progress more detailed design drawings should the bid be successful.
- 5.6 It is recommended that the planned resurfacing of Darlington Road is programmed into the 24/25 highways maintenance capital programme should the ATF4 bid be successful.
- 5.7 The third priority, the construction of the A59 Maple Close Harrogate to Knaresborough proposal also sits within the competitive allocation. The scheme will create a key segregated cycle link connecting Harrogate to Knaresborough, thereby removing conflict for pedestrians from sharing the footway with cyclists. Analysis shows an additional 218 walking and cycling trips predicted as a result of the scheme. The BCR calculated is 1.75 for this scheme and falls into the medium value for money category.
- 5.8 The scheme drawings are currently at feasibility stage, and design costs have been built into the bid to progress the scheme should it be successful.
- 5.9 All three schemes have a mid to high ranking on the Index of Multiple Deprivation (IMD) with scores between five and nine (with one being the most deprived). Whilst the rankings are not as low as ATE might like to see, given the focus on submitting construction schemes with good uplifts in walking, wheeling and cycling and those presenting good value for money, officers feel scoring can be picked up in these other criteria areas that should cover the anticipated lower scores within the IMD criteria.
- 5.10 It is worth noting again that whilst these schemes are being submitted for construction within ATF tranche four, only commitment to construct is required before 31 March 2024. A commitment could consist of a contract for the design and construction, or a business case approving delivery of the scheme with Council Executive Member approval. It is recognised that the A59 scheme, in particular, has a number of milestones to achieve before being 'construction ready'. However, the focus of this fund through the guidance and numerous webinars with ATE is on construction, particularly within the competitive allocation.
- 5.11 Sifting has shown that there are a limited number of schemes we can commit to construct within the timeframes of the bid (31 March 2024) and it is therefore recommended that the Darlington Road scheme and the A59 scheme represent the most likely chance of funding against other local authorities within the competitive allocation.
- 5.12 The wider longlist of schemes not taken forward in this bid will form a pipeline of future schemes that can be prioritised and taken forward for any other future funding opportunities.

6.0 Equalities

- 6.1 Consideration has been given to the potential for any equality impacts arising from the recommendations. It is the view of officers that at this stage the recommendations do not have an adverse impact on any of the protected characteristics identified in the

Equalities Act 2010. A copy of the Equality Impact Assessment screening form is attached as Appendix A.

7.0 Legal

7.1 There are no legal implications arising from submission of the funding bid. Grant terms are not available at the present time but will be reviewed by officers from Legal Services when released, should the bid be successful. In the event that the bid is successful, any contracts entered into in respect of the grant funding will be in accordance with the Council's Procurement and Contract Procedure Rules, and if relevant the Public Contracts Regulations 2015.

8.0 Climate Change

8.1 There are no climate change issues arising from this report. A copy of the Climate Change Impact Assessment screening form is attached as Appendix B.

9.0 Finance

9.1 The proposal is for NYCC to submit a bid totalling £3,193,770 of capital funding. The allocation given to NYCC was £1,081,443 of capital funding although all local authorities have been invited to submit bids up to 300% of their indicative allocation. Anything over the indicative allocation will be assessed within the competitive allocation against other local authorities. It is therefore essential that the one scheme within our own allocation remains under £1,081,443. The scheme being submitted within this allocation totals £1,573,277, therefore the additional £491,834 will be earmarked from within the currently uncommitted ATF tranche two funding as agreed with ATE (reference section 2.7).

NYCC indicative allocation: £1,081,443			
Competitive allocation: £2,162,886 (based on the invitation to bid for up to 300% of the indicative allocation)			
Scheme	Indicative Allocation	Competitive allocation	ATF2 funding required
Victoria Avenue	£1,081,443	-	£491,834
Darlington Road	-	£458,500	-
A59 Maple Close, Harrogate to Knaresborough	-	£1,653,827	-

9.2 Costs for Victoria Avenue and the A59 Maple Close contain a 20% risk allowance and inflation to Q1 2023/24. The Darlington Road scheme also includes a 25% risk and inflation allowance.

9.3 Funding for construction schemes is defined as funding which will be committed to the construction of a specific scheme before 31 March 2024. A commitment could consist of a contract for design and construction, or a business case approving delivery of a scheme agreed by Council Executive Member approval. Ideally, construction would also begin before 31 March 2024, or as soon as possible thereafter.

9.4 There is no requirement for match funding within this bid.

9.5 Should costs over run, schemes will be scaled back where possible to do so due to the lack of alternative funding sources available, however there is scope to use the remaining tranche two monies as ATE have requested we use this fund to support the development and construction of the Harrogate schemes.

9.6 Further to paragraph 7.1, any subsequent formal offer of grant funding and its terms and conditions will be reviewed by Finance and Legal Services officers before a recommendation to accept is made in line with the Council's Grant Application and Acceptance Procedures.

10.0 Next Steps

- 10.1 The next steps, if successful with the bid, will include further design work on all three schemes to ensure all reach a detailed design stage ready for construction. During this process designs will be checked with ATE to ensure compliance with design guidance such as LTN 1/20, Manual for Streets and DfT Inclusive Mobility Guidance.
- 10.2 All schemes will be subject to further consultation, and a further report will be taken to members on each scheme for approval to construct.

11.0 Recommendations

11.1 It is recommended the Executive Member for Highways and Transportation, after consultation with the Corporate Director - Business and Environmental Services and Corporate Director - Strategic Resources:

- (i) approves that a bid be submitted to Active Travel England and the Department for Transport by the 24 February 2023 for tranche four of the Active Travel Fund as detailed in Section 5;
- (ii) delegates the acceptance of any grant funding offered as a result of this bid to the Corporate Director Strategic Resources following consultation with the Corporate Director Business and Environmental Services and the Assistant Chief Executive (Legal and Democratic Services).

BARRIE MASON
Assistant Director – Highways and Transportation

Author: Alexander Kay

Background documents:
'Active Travel Fund Pulse Survey 5' submitted to Active Travel England in November 2022

Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Business and Environmental Services		
Service area	Highways and Transportation		
Proposal being screened	Active Travel Fund Tranche 4 (ATF4)		
Officer(s) carrying out screening	Alexander Kay		
What are you proposing to do?	<ul style="list-style-type: none"> Submit a bid to Active Travel England (ATE) by 24th February 2023 for tranche 4 of the Active Travel Fund 		
Why are you proposing this? What are the desired outcomes?	<ul style="list-style-type: none"> To deliver construction schemes to encourage active travel using grant funding being made available by ATE. 		
Does the proposal involve a significant commitment or removal of resources? Please give details.	The proposal is securing funding, which will cover the costs of the resource necessary to deliver the programme.		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
NYCC additional characteristics			
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No.		

Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	In all cases, the schemes being developed should enhance, not inhibit, people's ability to access travel options and opportunities. This includes people with reduced mobility.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	17/02/2023		



Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Active Travel Fund 4
Brief description of proposal	Submit a bid to Active Travel England (ATE) by 24th February for tranche 4 of Active Travel Fund
Directorate	Business and Environmental Services
Service area	Highways and Transportation
Lead officer	Alexander Kay
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	15/02/2023

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

When delivering schemes consultation is carried out with residents and stakeholders to ensure that they are deliverable schemes. A range of schemes were explored, detail on this is included in section 4 of the report.

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

The impact will be cost neutral.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>	<p>*</p>			<p>New walking, wheeling and cycling infrastructure will encourage active travel therefore reducing emissions from travel.</p>		<p>Behaviour change programmes already running will promote new infrastructure once completed.</p>
	<p>Emissions from construction</p>			<p>*</p>	<p>Potential for negative impact from construction of schemes</p>	<p>A carbon management plan needs to be in place to mitigate the impact of construction as much as possible.</p>	
	<p>Emissions from running of buildings</p>		<p>*</p>				
	<p>Other</p>		<p>*</p>				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		<p>*</p>					

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
Reduce water consumption		*				
Minimise pollution (including air, land, water, light and noise)		*		Active Travel infrastructure will encourage active travel therefore minimising pollution relating to GHG emissions and tyre and brake contaminants.		
Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		*				
Enhance conservation and wildlife		*				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		<p>*</p>				
<p>Other (please state below)</p>		<p>*</p>				

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

N/A

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

Accepting the recommendation to accept the funding will have a positive climate change impact.

Accepting the recommendation to bid for the schemes outlined in section 5 will have no climate change impact. Prior to construction of any route, a report will be written and an associated climate change impact assessment completed.

Sign off section

This climate change impact assessment was completed by:

Name	Alexander Kay
Job title	Senior Transport Planning Officer
Service area	Highways and Transportation
Directorate	BES
Signature	Alexander Kay
Completion date	15/02/2023

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 17/02/2023

			Key ATF4 Criteria				CAPITAL/ REVENUE
Area	Option	Prioritised in LCWIP?	Design quality and safety as defined by the Active Travel England design tools. (Route/path check, cross section, final inspection etc) LTN 1/20 compliant? (initial officer assessment based on data available)	Value for Money as defined by ATF4 Value for Money guidance. Medium VfM is expected for active travel programmes (with a benefit-cost ratio (BCR) between 1.5 and 2 where this is estimated) and we would expect most schemes to offer Medium or High VfM (BCR>2)	Deliverability based on evidence of robust consultation and construction scheduling (If development scheme can designs be completed within the year)	Propensity to convert short journeys to walking, wheeling and cycling based on analysis of available data	A scheme is classed as capital if it can be committed to construction before 31 March 2024. A commitment could consist of a contract for the design and construction, or a business case approving delivery of the scheme with Council Executive Member approval.
Harrogate	Victoria Avenue						CAPITAL
Harrogate	A59 Maple Close Harrogate to Knaresborough						CAPITAL
Richmond	Darlington Road						CAPITAL
Craven	Kildwick to Silsden Tow Path						CAPITAL
Ryedale	Helmsley Marketplace to Kirkbymoorside						REVENUE
Harrogate	Knaresborough to Flaxby Green Park Industrial Site						REVENUE
Harrogate	Bilton to Starbeck (Corridor 1)						REVENUE
Harrogate	Bilton to Hornbeam Park (via Town Centre) (Corridor 2)						REVENUE – Not taken forward for ATF4 due to no walking benefit, outside of funding envelope
Harrogate	Jennyfield to Harrogate town centre (Corridor 3)						REVENUE
Harrogate	Hornbeam Park to Starbeck (Corridor 4)						REVENUE
Harrogate	Cardale Park to NPIF Scheme start (Otley Road) (Harrogate)						REVENUE
Harrogate	Pannal to Rosset Green (Harrogate)						REVENUE
Harrogate	Nidderdale Greenway (Harrogate)						REVENUE
Harrogate	Whinney Lane to Rosset Green (Harrogate)						REVENUE

			Key ATF4 Criteria				CAPITAL/ REVENUE
Area	Option	Prioritised in LCWIP?	Design quality and safety as defined by the Active Travel England design tools. (Route/path check, cross section, final inspection etc) LTN 1/20 compliant? (initial officer assessment based on data available)	Value for Money as defined by ATF4 Value for Money guidance. Medium VfM is expected for active travel programmes (with a benefit-cost ratio (BCR) between 1.5 and 2 where this is estimated) and we would expect most schemes to offer Medium or High VfM (BCR>2)	Deliverability based on evidence of robust consultation and construction scheduling (If development scheme can designs be completed within the year)	Propensity to convert short journeys to walking, wheeling and cycling based on analysis of available data	A scheme is classed as capital if it can be committed to construction before 31 March 2024. A commitment could consist of a contract for the design and construction, or a business case approving delivery of the scheme with Council Executive Member approval.
Scarborough	Eastfield to Scarborough (Corridor 1)						REVENUE – Not taken forward for ATF4 due to scheme costs outside of funding envelope
Scarborough	Eastfield & Cayton Central Spine (Corridor 2)						REVENUE
Scarborough	Scarborough Central Corridor (Corridor 4)						REVENUE
Selby	Trans Pennine Trail (TPT) Connections (Corridor 2)						REVENUE
Selby	Selby South East (SE) Routes (Corridor 3)						REVENUE
Selby	Selby North Area (Corridor 4)						REVENUE
Selby	South Milford to Sherburn 2 Industrial Estate (Corridor 5)						REVENUE
Selby	Staynor Hall to TPT Southern Link (Corridor 6)						REVENUE
Skipton	Skipton Town Centre Core (Scheme 1)						REVENUE
Skipton	Skipton Town Centre to Snaygill (Scheme 2)						REVENUE
Skipton	Snaygill to Crosshills (Scheme 3)						REVENUE
Skipton	Gargrave Railway Station (Scheme 4)						REVENUE
Ripon	Ripon West Sustainable Travel Corridors						REVENUE

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Northallerton	Brompton to Northallerton Town Centre (Corridor 1)						REVENUE – Not taken forward for ATF4 due to cost of scheme within the funding envelope
Northallerton	South East Northallerton to Northallerton Town Centre (Corridor 2)						REVENUE - Not taken forward for ATF4 due to cost of scheme within the funding envelope
Northallerton	South Northallerton to Northallerton Town Centre (Corridor 3)						REVENUE
Northallerton	Standard Way Industrial Estate (Corridor 4)						REVENUE – Not taken forward for ATF4 due to no cycling benefit
Hambleton	Stokesley to Great Ayton						REVENUE
Scarborough	Link between North Bay and South Bay (Scarborough)						REVENUE
Scarborough	Connecting A171 Tranche 2 scheme with Whitby Town Centre						REVENUE
Scarborough	Guisborough Road (Whitby) - ATF 2 scheme (park and ride to Mayfield Road/Prospect Hill)						REVENUE
Scarborough	Carrs Road to Town Centre (Whitby)						REVENUE
Skipton	Embsay to Skipton Town Centre						REVENUE
Skipton	Skipton to Computershare						REVENUE
Malton and Norton	Malton to Amotherby						REVENUE

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Hambleton	Sowerby Gateway cycle path to station						REVENUE
Scarborough	East Ayton to Irton						REVENUE
Richmond	Catterick Racecourse to Catterick Village						REVENUE
Hambleton	Kirkby Lane KIRKBY-IN-CLEVELAND						REVENUE
Scarborough	Church Lane to Fort Hill Lane, adjacent to A170 Hutton Buscel						REVENUE
Scarborough	A165 between Mill Hill, Filey and Primrose Valley						REVENUE
Ryedale	Carter Lane Kirkbymoorside						REVENUE
Craven	Harewood Road to Aireville Park, Skipton						REVENUE
Harrogate	Blands Hill Knaresborough						REVENUE
Hambleton	Improvements to the tarmac paths on the A172 near Strikes for a shared path and cycle route						REVENUE
Hambleton	Seamer (nr Stokesley) to Stokesley						REVENUE
Hambleton	Great Broughton to Stokesley						REVENUE
Harrogate	Pannal Ash Road						REVENUE
Harrogate	Otley Road, Harlow Moor Road to Crag Lane						REVENUE
Harrogate	Hookstone Chase						REVENUE

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Harrogate	Wetherby Road Woodlands Junction to Slingsby Walk						REVENUE
Harrogate	Hookstone Road						REVENUE
Harrogate	A59 Forest Lane Head to Starbeck Level Crossing						REVENUE
Harrogate	Wetherby Road Cemetery to Woodlands junction						REVENUE
Harrogate	Duchy Road						REVENUE
Harrogate	Hookstone Drive						REVENUE
Harrogate	Skipton Road (Roberts Crescent to Quarry Lane)						REVENUE
Harrogate	Beckwith Head Road						CAPITAL
Harrogate	Sainsbury's Junction improvements, Wetherby Road						REVENUE
Northallerton	The Tipton Trail						REVENUE

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